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PGM Tester Software SN201: Capabilities and Limitations

In our last two issues of *ServiceNews*, we've given you a lot of info on PGM Tester software version SN201. Here's a summary of what this software can and can't do:

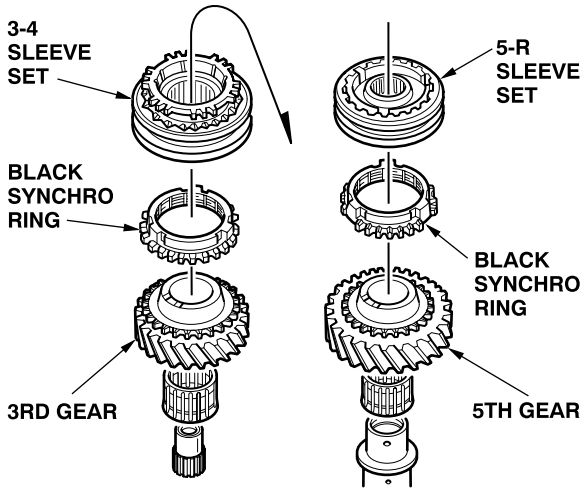
- On '02 CR-Vs and '02 Insights, all systems are supported.
- On '00–02 Accord V6s and '99–02 Odysseys, *don't* use the PGM Tester idle adjustment feature in SN201; it can cause an idle fluctuation that resembles a faulty IAC valve.
- On '00–02 Accords, when doing an evaporative system multiple solenoid function test, the PGM Tester can turn on the solenoids, but it *can't* read Fuel Tank Pressure Sensor (FTPS) voltage.
- On '01 Civic 2-door EXs, the software automatically indicates ES2 on the VIN ENTRY screen; it *doesn't* give you the option of entering EM2. You need to manually enter the VIN.
- On '97 Civics, if you see DTC P0430 (bank 2 catalyst efficiency) displayed on your PGM Tester, it's a bogus DTC. Civics are strictly 4-bangers; there's *no* bank 2 on these models. Switch to Generic OBD II Mode, and you should see DTC P0420 (catalyst system below threshold) displayed instead.
- On all models, the side airbag OPDS sensor initialization procedure has been fixed so you don't need to reload software version SN122 or any previous version to initialize the sensors.
- You need a 7-digit Tech Line reference number for SN201. If you're using your dealer number or a 6-digit reference number to send data through the Data Transfer Module (DTM), you need to enter a zero before the 6-digit number. Make sure you use all the fields.

Revise S/B 98-011: '98–02 Passport

You need to make a change to page 14 of your copies of S/B 98-011, *Keyless Remote Transmitter Information*, found in Body Electrical. The procedure for turning the audible chirp on and off on keyless remote transmitters for '98–01 Passports applies *only* to '98–99 models. For '00–02 models, the audible chirp sounds *only* when you push the Lock button on the transmitter a second time. Make a note of this on your copies of the S/B.

Black Synchro Ring Placement: '98–00 Civic Si

When doing the repair procedure in S/B 01-082, *Gears Grind When Shifting*, found in Transmission/Driveline, were you stuck on where to install the black synchro rings? The S/B *doesn't* say so, but they go on the 3rd and 5th gears.



Fax Communication Guidelines

To cut down on your wait time to talk to a Tech Line specialist and to improve product quality, Tech Line sends and receives several thousand faxes a month. These faxes contain detailed repair procedures, illustrations, surveys, requests for feedback and freeze data, and customer questionnaires.

Requests for feedback and freeze data, and the customer questionnaires help Tech Line gather important info. After the model teams identify a concern, they report it to the factories. The factories use this info as an "early warning system" and often make production changes based on data collected from dealers and customers. With our U.S. factories alone cranking out more than 19,000 Hondas per week, it's easy to see why Tech Line needs your info as quickly as possible.

So, here are a few guidelines to ensure your fax communication runs in high gear:

- Make sure your service department has its own fax machine.
- Make sure you know the phone number for your fax machine when you call Tech Line.
- Make sure you distribute all received faxes quickly and to the right person.
- Make sure you fax any requests back to the Tech Line originator as quickly as possible.

Use Correct Tire Pressure for Smooth Ride: ’02 CR-V

On ’02 CR-Vs, if your customer complains of vibration or poor ride quality when driving, the problem may be overinflated tires. Set the air pressure in both the front and rear tires to 26 psi (cold) as recommended on the doorjamb sticker, and test-drive the vehicle.

Rattle From Headliner or Grab Handle: ’02 CR-V

On ’02 CR-Vs, if your customer complains of rattling from the passenger grab handle area or the headliner above the doors, the problem may be that the head impact absorbing material under the headliner is hitting the body. To stop the rattle, apply EPT felt between the plastic energy-absorbing material and the body.

Power Steering Moan When Turning: ’01 Passport

On ’01 Passports, a noisy power steering rack can cause a moaning noise when turning the steering wheel left or right with the vehicle parked and the engine running below 1,500 rpm.

To check for this noise, hook up a Steelman ChassisEar to the rack and the pump. If the noise comes *only* from the rack, replace the high-pressure power steering hose with P/N 8-97308-613-0, H/C 6755433. This new hose has been countermeasured to correct the noise.

Check G551 for Driveability Problems: ’01–02 Civic

On ’01–02 Civics, a faulty ground G551 can cause one or more of these problems:

- SRS indicator comes on with SRS DTC 9-3 (faulty driver’s seat belt buckle switch), SRS DTC 9-4 (faulty front passenger’s seat belt buckle switch) or SRS DTC 15-1 (faulty OPDS unit or OPDS not initialized)
- Fuel gauge needle drops quickly from **F** or behaves erratically
- Engine cranks but won’t start intermittently

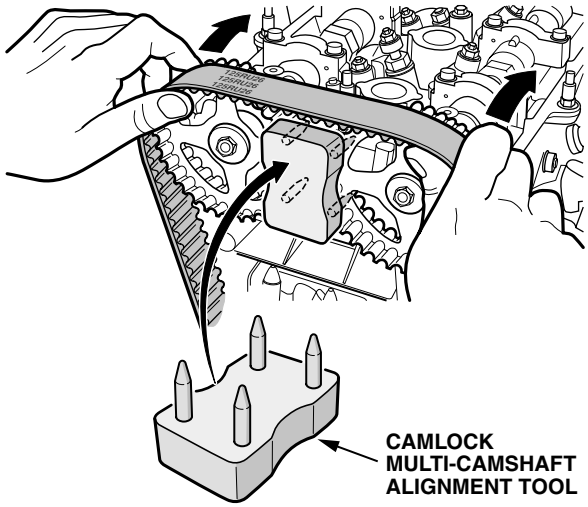
To fix this problem, remove the front passenger seat, and check ground G551. Refer to the 2001 Civic ETM for details. If the ground is faulty, clean or repair it as needed.

New Camshaft Alignment Tool Available

Here’s a cool tool available through the Honda Tool and Equipment Program that makes short work of DOHC timing belt installations. The CAMLOCK Multi-Camshaft Alignment Tool, made by Lom Industries, Inc., installs easily, and locks the camshaft pulleys until the job is done.

The tool offers these benefits:

- Holds the camshaft pulleys rock steady during the entire repair; you *don’t* need to rely on a second pair of hands or some jury-rigged method.
- Eliminates the possibility of misalignment and gives you a way to check the alignment *before* disassembly.
- Makes it easy to remove/retighten the camshaft pulley bolts without overstressing the timing belt.



Can ’02 Rear Glass Be Installed on Earlier S2000s?

The short answer is yes. But here’s the hitch: The frame for the convertible top on a ’02 model folds differently, and the rear glass is attached to the fabric. And to make things just a little more challenging, there’s no ready-made kit (or instructions) available. To install the ’02 model rear glass, you’ll need to replace the frame and the roof fabric, and that gets into some serious cash. A complete ’02 convertible top with rear glass costs about $2,400 (plus installation), and that price *doesn’t* include adding a switch and wiring for the rear defogger.

Before Replacing Electronic Components, Try These Tips

Many of the electronic components in automobiles have computer chips. Besides ECMs/PCMs, you'll find them stashed in audio units; speedometers; odometers; clocks; climate control systems; control units for ABS, TCS, ATTS, and SRS; security systems; keyless remote transmitters; and multiplex control units. The downsides of all this high-tech stuff are software glitches or bugs, and vulnerability to voltage spikes. And if that isn't enough, static electricity, lightning, ultraviolet light, strong magnetic fields, radio waves, and radar can make a software bug even worse. Before you replace a suspected electronic component, try these tips first. They could spare you unnecessary replacement.

- Disconnect the positive and negative battery cables, and touch them together for a few minutes. This forces all capacitors in the component to drain, which clears and resets the computer chip. If a software glitch is the cause, resetting the chip this way is usually as effective as installing a new component.
- Unplug the connectors from the component, wait a few minutes, then reconnect them. If a poor connection is the villain, disengaging and engaging the terminals in the connector cleans contact surfaces and usually fixes the problem. While you have the connector unplugged, look at the pins and terminals for signs of contact. If you have any doubt that things are connecting properly, remove the female pin and use it like you would a feeler gauge to check the contact. If terminals are damaged and need to be replaced, see the article "New Terminal Inspection Feeler Tool Set," in the August '00 issue of *ServiceNews*.

Low Oil Pressure Indicator Flashing: '98–02 Accord

On a '98–02 Accord, if the low oil pressure indicator starts flashing (indicating the oil pressure dropped very low for a moment, then recovered), check the oil level, then watch the indicator with the engine running at normal operating temperature. If the indicator stays off or only flashes, the engine has enough oil pressure and the problem is most likely electrical.

The most common fix for this problem is to reset the driver's multiplex control unit by removing and reinstalling the No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box. If the indicator keeps flashing after removing and reinstalling the fuse, you'll need to troubleshoot the multiplex control system.

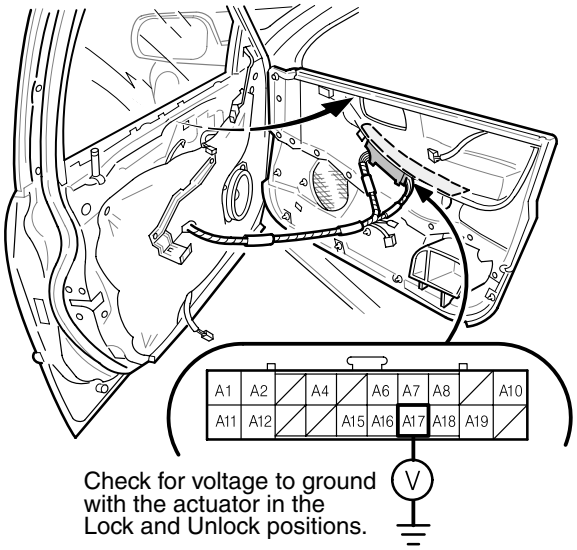
Power Doors Lock and Unlock by Themselves

On '98–02 Accords, '97–01 Preludes, and '99–02 Odysseys, the power door locks may lock by themselves, or they may cycle twice to unlock, and then lock themselves. This can happen when you close the driver's door with the key in the ignition switch.

An open (ungrounded) driver's lock knob "unlock" switch circuit in the multiplex control system can cause this problem. If there's an open circuit, the door multiplex control unit reacts as if the driver's door is locked. In an attempt to restore the unlock signal, the system unlocks the door twice. Then the system goes back to its default position by locking the doors.

To fix the problem:

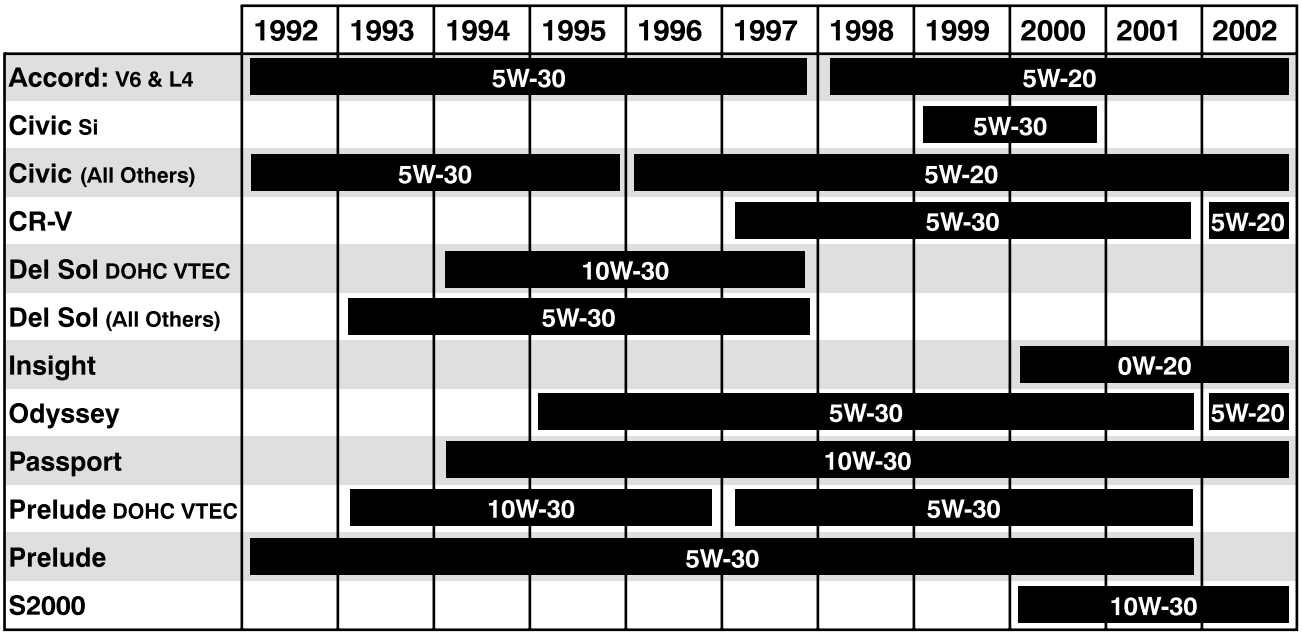
1. Remove the driver's door panel, then locate the door multiplex control unit in the power window master switch.
2. At the 20P connector, hook up a voltage meter to terminal A17 (BLK/RED wire for Accords and Odysseys, BLK/WHT wire for Preludes).



3. Measure the voltage to ground, first with the door lock actuator in the Lock position, and then with it in the Unlock position.
   - With the door lock actuator in the Lock position, you should read about 5.0 V or more.
   - With the door lock actuator in the Unlock position, you should read 0 V.
4. If you're getting readings that are different from those in step 3, check for an open circuit in the BLK/RED wire (Accord and Odyssey) or the BLK/WHT wire (Prelude). If the wires and connections are OK, replace the door lock actuator.

Recommended Replacement Engine Oil for Honda Vehicles

Here's a handy chart to help you determine what grade of engine oil to use when servicing Honda vehicles.



Note: This chart may not match what you see on the oil fill cap or in the owner's manual.

SIDE AIRBAG Indicator Coming On and Going Off Is Normal

To help reduce upper torso injuries during moderate to severe side impacts, more and more Honda models are coming with side airbags in the outer bolsters of both front seats.

The front passenger seat includes an occupant position detection system (OPDS). The OPDS control unit sends front passenger seat occupant height and position data from sensors in the seat to the SRS unit. If the SRS unit determines that it's *not* appropriate to deploy the side airbag, it disables the airbag.

An important part of the OPDS is the SIDE AIRBAG indicator on the instrument panel (SIDE AIRBAG OFF in later models). Here's what the indicator does:

- The indicator comes on if a child or small adult (or larger slouching adult) stays in the side airbag's deployment path for more than **3 seconds**.
- When the indicator is on, the side airbag cutoff system is activated and the side airbag *won't* deploy.
- When the front passenger sits up properly, the indicator stays on for an extra **3 to 4 seconds**, then goes off. This delay keeps the indicator from blinking every time the passenger moves, which would distract the driver.

The indicator coming on and going off is normal, but if it's drawing complaints from your customers, pass on this info:

- Make sure the front seat passenger is sitting up properly in the seat.
- *Don't* put an object such a grocery bag, brief case, or laptop computer on the seat.
- *Don't* operate or put any electrical accessory items on the seat. Some accessories interfere with the sensors in the seat. This could cause the SRS to falsely detect a problem and turn on the SRS indicator.
- *Never* cover the front seats with aftermarket seat covers, bead mats, plastic covers, etc. The side bolster seams on both front seats are sewn with a special thread that lets the side airbags deploy. Aftermarket seat covers could alter the deployment path of the airbags, and result in injury.

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